(घ) विभिन्न स्तरों में प्रतिशत वृद्धि इस प्रकार हैं :—

दूरी (स्तर)	प्रतिशत वृद्धि
5 कि.मी. तक	शून्य
5 कि. मी. से अधिक और 6 कि. मी. तक	100
6 कि.मी. से अधिक और 8 कि. मी. तक	शून्य
8 कि. मी. से अधिक और 15 कि. मी. क	50
15 कि.मी. से अधिक और 16 कि. मी. तक	100
16 कि . मी. से अधिक	33
ग्रीन लाइन सेवा	25
सीमित सेवा	33

संशोधित किरायों से प्रतिवर्ष 21 करोड़ रू० का अतिरिक्त राजस्व प्राप्त होने की उम्मीद है। दि. प. नि. के घाटे वर्ष दर वर्ष भिन्न भिन्न होते हैं। तथापि किराए में संशोधन के कारण वर्ष 1994–95 में दि. प. नि. का कार्यशील घाटा 18 प्रतिशत (लगभग) तक कम हो जाने की संभावना है। (ङ) और (च): दि. प. नि. को कार्यप्रणाली में सुधार करने तथा इसके घाटों को कम करने के प्रयोजन से सरकार इसके कार्यनिष्पादन पर निरन्तर निगरानी रखती रही है। इंधन क्षमता और टायर को आयु में वृद्धि, रख–रखाव को बेहतर पद्धति में से बसें खराब हो जाने (ब्रेक डाउन) के मामलों की संख्या में कमी तथा खर्च में किफायत जैसे कुछ उपाय किए गए हैं। राजस्व को चोरी को रोकना एक ऐसा अन्य उपाय है जिसे दि. प. नि. प्रभावी जांच के माध्यम से करता है। दि. प. नि. के राजस्व में वृद्धि करने के लिए स्टाफ का शीघ्र निपटान करने मार्गों की तर्कसंगत बनाने जैसे अन्य उपाय भी किए गए हैं।

Hooghly estuary Project

304. SHRI DIPANKAR MUKHERJEE:

SHRI MD. SALIM:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Calcutta Port Trust (CPT) Ltd. submitted a comprehensive scheme for improvement of droughts in Hooghly estuary in May, 1981;

(b) what were the salient features of this scheme to arrest the deterioration of navigable depths in the Hooghly estuary and for improvement of drought in shipping channel from sea to Calcutta and Haldia ports;

(c) whether the above scheme has been sanctioned;

(d) if so, the details thereof indicating the project cost and time schedule;

(e) what is the status of the project now whether the drought of 10.67m for Haldia and 7.9m in Calcutta as envisaged in the original scheme has been achieved; if no, what action is being drawn up to achieve the same;

(f) whether the High Level Technical Advisory Committee (TAC) set up by Ministry of Surface Transport recommended execution of Recessional Dredging Project over Jiggerkhali Flat;

(g) if so, what are the reasons for non execution of this project so far while it was scheduled to be completed by 1.9.1991;

(h) whether it is a fact that a Dutch Contractor M|s. Zanen Verestoep b.v. was engaged for this job and they failed to perform; and

(i) if so, how much money was paid to the contractor and how much job was done?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The salient features of the Scheme to arrest the deterioration of navigable depths in the shipping channel were construction of guide walls, bank protection works in the river Hooghly and capital dredging river Hooghly and capital dredging over Balari bar etc.

(c) and (d) Yes, Sir. The Scheme was sanctioned on 13.8.1982 at an estimated cost of Rs. 4200 lakhs. Besides the provision for the items indicated above the project provided for acquisition of a Tug, navigationol aids and instrumentation etc.

(e) The project was completed in June, 1992 at a revised cost of Rs. 4652 lakhs. The improved droughts as originally envisaged have not been achieved. Government also sanctioned the project of recessional dredging over Jiggerkhali flat in the Balari Bar at an estimated cost of Rs. 4329 lakhs in April, 1990.

(f) and (g) Yes, Sir. The reason for non execution of the project is due to non performance by the foreign contractor, Messrs. Zanen Verestoep, consequently leading to termination of the contract by the Calcutta Port Trust.

(h) and (i) Yes, Sir. Calcutta Port Trust has paid Rs. 23.50 crores to the contractor. The project could not be executed due to non performance of the contractor.

Allocation of Funds for the maintenance of National Tighways in Rajasthan

305. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware about the works of National Highways in the State of Rajasthan which have been suspended due to paucity of funds as against the total demand of Rs. 52 23 crores, only Rs. 24.00 crores have so for been provided to the State Government;

(b) whether Government are also aware that the funds provided for maintenance and repair are inadequate to keep up the maintenance of NHs to required standards as a sum of Rs. 973.77 lacs have so far been provided against the total demand of Rs. 2421.77 lacs under Maintenance Grant for Rajasthan State;

(c) whether Government propose to provide additional funds for original works and repair works of NHs in the State of Rajasthan without any further delay during 1994-95; and

(d) if so, the likely amount and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The funds allocated to Rajasthan for development of National Highways (Normal and Externally aided) for the current year 1994-95 is Rs. 41.00 crores. The funds released for Maintenance and Repairs so far are Rs. 6.59 crores. It is true that actual allotment of funds has not been commensurate with the projected requirement due to overall constraints of funds. However, no report regarding suspension of works due to scarcity of funds has been received from the State PWD.

(c) and (d) It is difficult to indicate the allocation of additional funds as it shall depend upon the final allotment at Revised Estimate stage.

Berthing of ore carrier M. V.2C. Transport of Goa

306. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the reasons for berthing of Ore Carrier M.V.C. Transport of Goa coast in rocks;